

HI-ILS Z or LOC Z RWY 14

LOC/DME I-CZH 110.5 Chan 42	APCH CRS 137°	Rwy Idg TDZE Arpt Elev 7701 27 30
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[USAF]

JACKSONVILLE INTL (KJAX)

DME required. RADAR required for procedure entry.

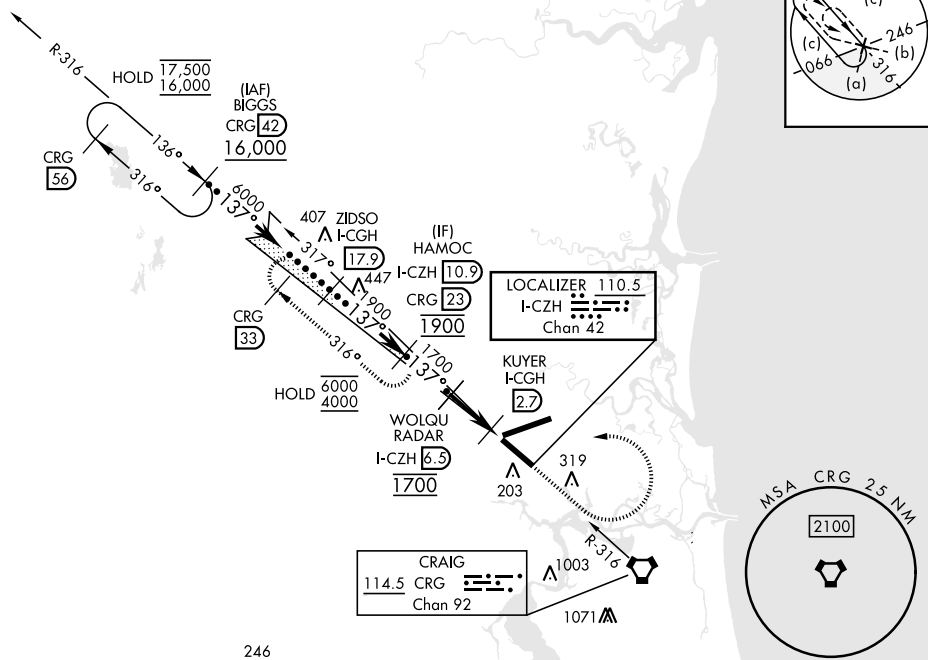
- * When ALS inop, increase vis to $\frac{7}{8}$ mile.
 ** When ALS inop, increase vis to 1 mile.



MISSED APPROACH: Climb to 2000, then climbing left turn to 4000 on CRG VORTAC R-316 to HAMOC/CRG 23 DME and hold, continue climb-in-hold to 4000.

ATIS 125.85	APP CON 119.0 269.9	TOWER 118.3 317.7	GND CON 121.9 348.6	CLNC DEL 119.5 290.275
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Rwy 14 helicopter visibility reduction below $\frac{3}{4}$ mile NA.
Autopilot coupled approach NA below 750.



EMERG SAFE ALT 100 NM 2800 FROM CRG VORTAC

VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 70). BIGGS CRG 42 ZIDSO I-CZH 17.9 HAMOC I-CZH 10.9 WOLQU RADAR I-CZH 6.5 KUYER I-CZH 2.7 I-CZH 1.4 GS 3.00° TCH 54 16,000 6000 1900 1700 480 3.8 NM 1.3 NM				ELEV 30 TDZE 27 2000 4000 CRG R-316 HAMOC CRG 23 137° 10,000 x 150 700 x 150 TWR 191 202 152 83 32
CATEGORY	C	D	E	
S-ILS 14 *	306- $\frac{3}{4}$	279 (300- $\frac{3}{4}$)		
S-LOC 14 **	380- $\frac{3}{4}$	353 (400- $\frac{3}{4}$)		
CIRCLING	600-1 $\frac{1}{2}$ 570 (600-1 $\frac{1}{2}$)	600-2 570 (600-2)	760-2 $\frac{1}{2}$ 730 (800-2 $\frac{1}{2}$)	
HIRL Rwy 8-26, 14-32 REIL Rwy 32 TDZL/RCLS Rwy 8, 14, 26 FAF to MAP 5.1 NM				
Knots 120 140 160 180 200 Min:Sec 2:33 2:11 1:55 1:42 1:32				

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